

COUNTRY East Germany

REPORT NO.

25X1A

TOPIC Brand Airfield

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EVALUATION see below PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 7 November 1952

REFERENCES [REDACTED] 25X1

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 14 September 1952, [REDACTED] shrapnel-proof aircraft revetments consisting of two concrete walls filled with earth were under construction at Brand airfield. 25X1

2. At noon on 22 September, two IIL-28s [REDACTED] parked on the hardstand. According to workers at the field, the formation of 16 IIL-28s had departed from the field between 6 and 7 a.m. The formation was observed returning to the field up to 5:30 p.m. on 26 September. On 19 September, a Soviet officer of the komendatura said that the runway was not used because of repair work during the week beginning on 22 September. There was no air activity up to 26 September. 1 25X1

3. On 26 September, 5 converted boxcars were available at Brand railroad station. It was not observed that the cars were loaded or were moved to 5:30 p.m. 25X1

4. 17 September. A IIL-28 [REDACTED] took off at a.m. and landed at 7:20 a.m. There was dull weather and ground fog. At 7:30 a.m., one IIL-28 [REDACTED] and four IIL-28s [REDACTED] took off at intervals of 400 to 500 meters. After the take-off, the planes flew straight on and assembled in V formation, the IIL-28 flying as the leading plane as was usually observed previously. The second and third planes assembled aft of the first plane to the left and right respectively, the fourth and fifth planes joined up aft of the second and third planes. Shortly after 9 a.m., the aircraft returned in line abreast formation and landed individually at intervals of about 800 meters. At about 10:10 a.m., three jet bombers [REDACTED] from another field approached the field flying in line abreast formation with intervals of about 200 meters between the individual planes. The planes landed individually after 10:20 a.m. at intervals of about 500 meters. Two IIL-28s [REDACTED] took off at 10:12 a.m. About 2 minutes later, three jet bombers [REDACTED] took off at intervals of about 1,000 meters. The latter planes circled around planes [REDACTED] which flew under the clouds. They also approached the two IIL-28s from various sides. It appeared that the planes [REDACTED] would force the planes [REDACTED] to land at the field. The latter planes landed at 11 a.m., at intervals of about 300 meters and the planes [REDACTED] landed at 11:25 a.m. at intervals of about 400 meters. Thirteen jet bombers took off at noon, with intervals of about 500 meters. The three planes which last 25X1 25X1 25X1 25X1

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took off [redacted] All the planes landed after 1 p.m. with intervals of about 500 meters. At 5:40 p.m., the three jet bombers [redacted] took off in rapid succession, assembled in wedge formation and departed from the field.

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18 September. At 6 a.m., a biplane towing a sleeve target flew loops over the field at an altitude of about 100 meters. Two machine guns located south of the dispersal areas fired at the air sleeve at a distance of about 300 meters. The sleeve target on which no hits were observed was dropped over the field from an altitude of about 100 meters. Subsequently, the biplane landed and, after about 10 minutes, took off again. The air sleeve was again fired at by two machine guns. It was torn after five short bursts of fire. This flying procedure was repeated five times up to noon. No other air activity was observed. At 6 p.m., 13 jet bombers were parked at the field.

19 September. After 7 a.m., individual jet bombers took off and circled over the field. There was much haze. During air activity, a large fire was burning south of the runway.

22 September. There was a strong wind and a 8/10 overcast, the cloud base being at an altitude of about 200 meters. The visibility was limited to about 6 km. During the morning, 16 jet bombers were being refueled from 4 tank trucks with a trailer each. The tank trucks drew up in front of the left wings as previously observed. Each tank truck moved three times to the south, probably to the fuel dump. After the refueling, about 70 soldiers wearing coveralls worked on the 16 planes, usually under the fuselage. No soldier entered the cabin or stepped on top of the wings. A truck with an apparently two-wheel trailer drew up in front of the left wing. After a short time, the engines of the 16 jet bombers were run up in rapid succession. Subsequently, six jet bombers took off with intervals of about 500 meters. The planes assembled in line abreast formation while circling once over the field and then headed west. A few minutes later, four jet bombers took off also heading west. After about 10 minutes, another six jet bombers took off heading west. Two jet bombers remained at the field. The 16 jet bombers did not return until 26 September. There was no air activity at the field between 23 and 26 September.

27 September. At 4 p.m., five jet bombers flying in formation approached the field and landed from the west with intervals of about 1,000 meters. At 5 p.m., the five planes and two jet bombers were parked on the hardstand. 30 September. Five other jet bombers returned to the field at 4 p.m. At 5 p.m., five jet bombers were being refueled from a tank truck each. The tank trucks stood at the side of the planes for about 3 minutes. During the refueling procedure, 3 tank trucks with one trailer each, 2 tank trucks without trailers, 2 ammunition carriers and 1 truck left the wood south of the hardstands. The ammunition carriers, which were referred to as such by a sergeant, had a higher superstructure than the other trucks and a sloping roof which could be opened at the side.

1 October. A UIL-28 took off at 8:15 a.m., circled twice over the field, and landed at 8:45 a.m. It took off and landed five times before noon. Maintenance work was in progress on the jet bombers which had returned to the field on 30 September. Fourteen jet bombers were parked at the dispersal area.

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5. [redacted] a jet bomber had crashed in the woods between Brand and Schoenwalde during night flying activity on 15 September. The crash had allegedly been caused by a defect in the left power plant. The crew, consisting of a major, a senior lieutenant and a sergeant was allegedly killed.

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[redacted] another IL-28 plane had crashed the same night about 150 meters east of the east end of the runway while approaching to land. The crew of four officers was saved although the plane made a crash landing boring its nose into the ground.

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6. [redacted] 40 recruits arrived at the field on 1 October, replacing 25 soldiers who were discharged. [redacted] was asked whether the commanding officer would fly the UIL-28 which was pointed out, he replied: "Nix commandant, but trainer and weather plane."

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1. [redacted] Comment. The bomber regiment with 16 IL-28s left Brand airfield on 22 September 1952. Of these planes, 13 were observed in Carneuchen on 23 September. Two IL-28s remained in Brand. The bomber regiment with its division probably participated in the maneuver. The planes returned to Brand between 27 September and 1 October. On 1 October, a total of 14 parked jet bombers, probably 12 IL-28s and 2 UIL-28s were counted at the field. As the regiment was previously equipped with 16 planes, the present location of the remaining four planes has not been determined.

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25X1 2. [ ] Comment. The air activity observed [ ] 3 between 17 and 22 September  
25X1 includes formation flying and an air attack exercise on 17 September which  
25X1 involved IL-28s [ ] from another airfield. The assignment of the  
25X1 planes could not be determined [ ]

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that the planes belong to the air reconnaissance regiment in Jucterbor. Firing  
at towed air sleeves by machine guns located on the ground was observed pre-  
viously. The fire observed south of the runway on 19 September, probably was  
an orientation point in the dense haze.

25X1 3. [ ] 25X1

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25X1 4. [ ] Comment. The crash mentioned first is identical with one which was  
25X1 reported previously. [ ]. Jagen (Forest subarea) 44  
is about 1,750 meters south-southwest of the east end of the runway. This  
location almost coincides with the site of the accident mentioned in the  
present report. The second accident is reported for the first time.

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